

# The 767-300BCF is a great fit for the medium-widebody freighter market

COMMERCIAL  
AVIATION  
SERVICES

The ideal 707, DC-8 and DC-10 replacement



# 767-300BCF conversion overview

## Typical options

One minute smoke  
detection system

Class E main deck  
and lower lobe

Remove passenger  
interior and lining

Thicker cargo liners

Install cargo linings

Outside operable  
number 2 window (RH)

Main deck temperature control

Revised control cable routing



9-G rigid cargo barrier  
and 24<sup>th</sup> pallet position

Fuselage and wing  
structural changes

Replace floor structure with  
stronger freighter floor system

Window  
plugs

Cargo door and surround  
structure same as -300F  
with external control panel

Installation of supernumerary  
BFE seats

Modified ECS and  
A/C for live animal  
carriage

Gear amendments for  
increased weights for  
some aircraft

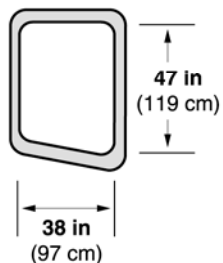
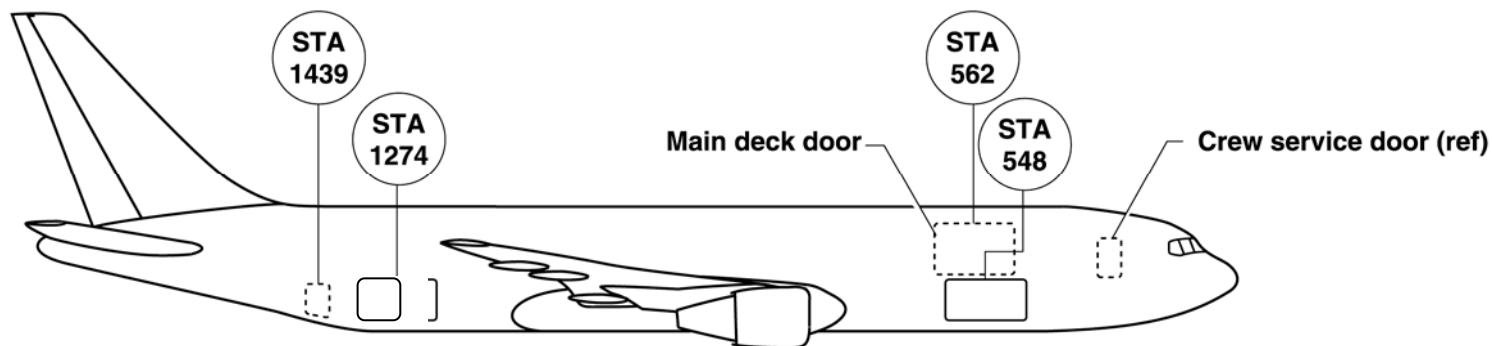
Provisions for powered  
BFE CHS

FWD lower lobe air conditioning  
and bulk cargo ventilation fan

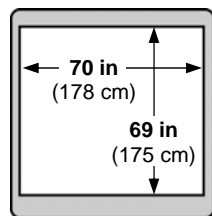
Remove SATCOM

Deactivate passenger doors and  
emergency exits except door 1L

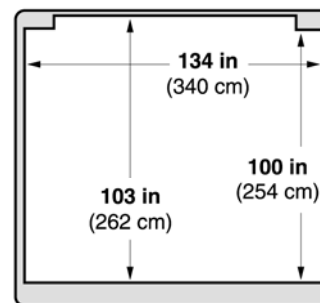
# 767 Freighter cargo door arrangement



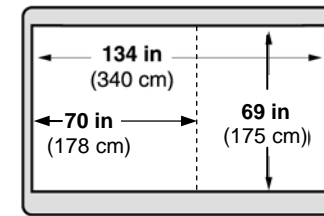
**Bulk cargo  
compartment door  
(STA 1439)**



**Aft lower cargo  
compartment door  
(STA 1274)**



**Main deck cargo door  
(STA 562)**

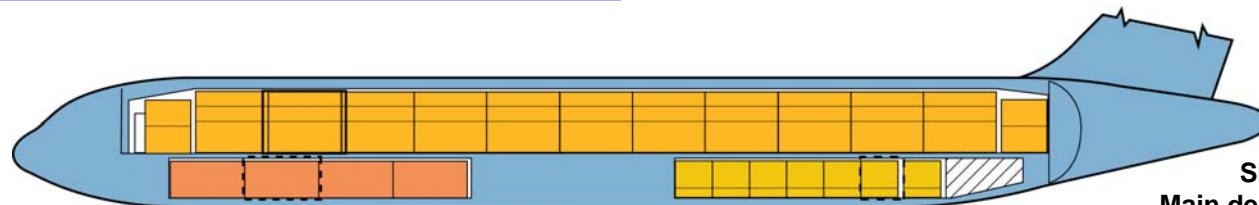


**Large or standard  
forward lower cargo  
compartment door  
(STA 548)**

- Clear opening

# 767-300BCF cargo arrangements

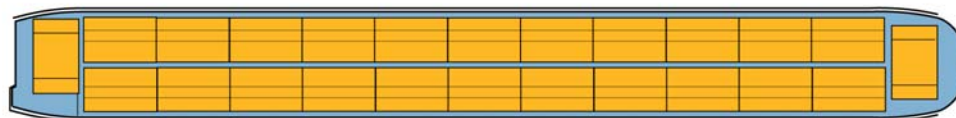
Main deck configuration same as 767-300F



**Side-by-side 88- x 125-in  
Main deck ULD loading configuration**

<u>Qty</u>	<u>ULD type</u>	<u>Volume</u>
22	Contoured Type-A ULD @ 502 cu. ft. each	11,044 cu. ft.
2	Standard A2 ULD @ 420 cu. ft. each	840 cu. ft.
<b>Total =</b>		<b>11,884 cu. ft. (336.5 cu. m.)</b>

**Main Deck**

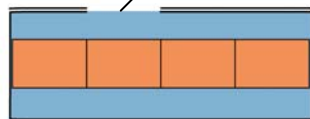


134- x 103-in door

**Lower Hold**

(4) 96- x 125-in @ 415 = 1,660 cu. ft.

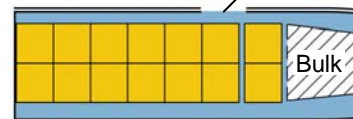
134- x 69-in door



**Total**  
**3,840 cu. ft.**  
**(108.7 cu. m.)**

(14) LD-2 @ 125 = 1,750 cu. ft.

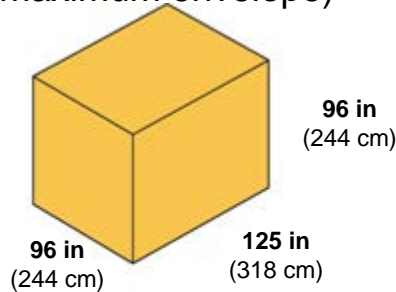
70- x 69-in door



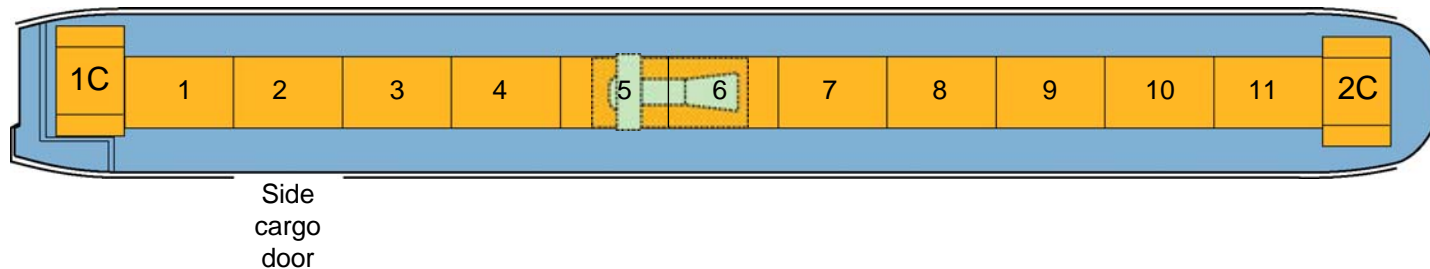
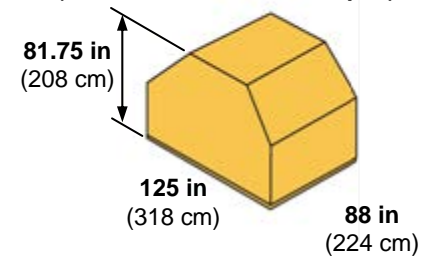
Bulk 430 cu. ft.

# 767-300BCF longitudinal loading with M1-size containers

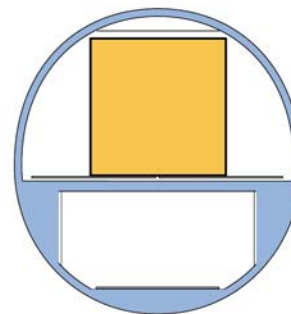
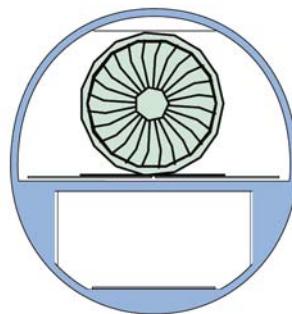
11 M1-size containers  
(maximum envelope)



2 standard A2 ULD  
(maximum envelope)

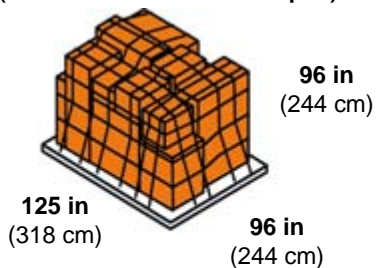


- Optional engine carriage in 5<sup>th</sup> and 6<sup>th</sup> positions

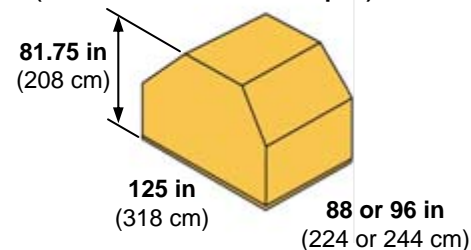


# 767-300BCF transverse loading with M-size pallets

14 M-size pallets  
(maximum envelope)

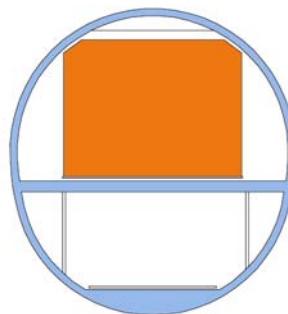


2 standard A2 ULD  
(maximum envelope)

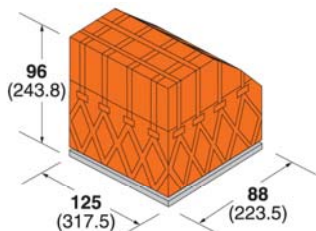


Side  
cargo  
door

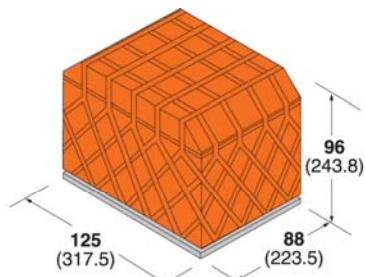
- 14 A-size containers/pallets also available in transverse loading configuration



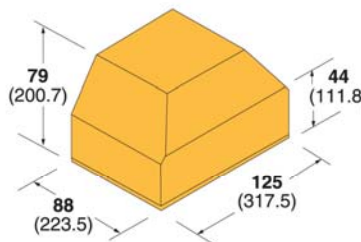
# The 767-300BCF main deck accommodates universal containers and pallets



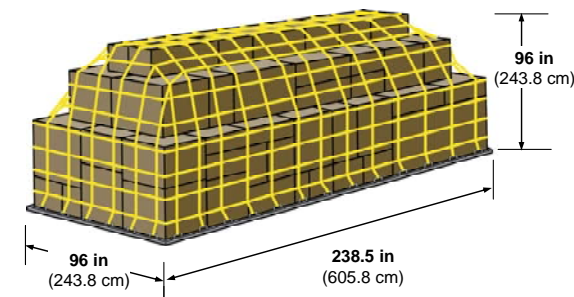
**Type A pallet \***



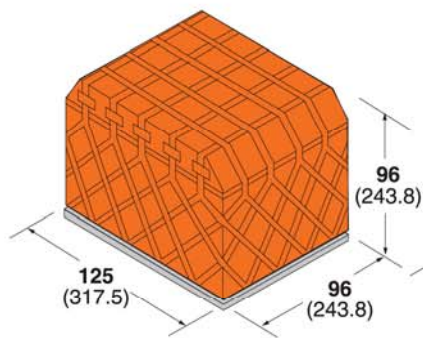
**M-1A pallet\***



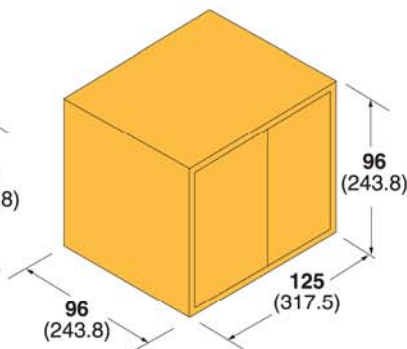
**Modified A-2 container**



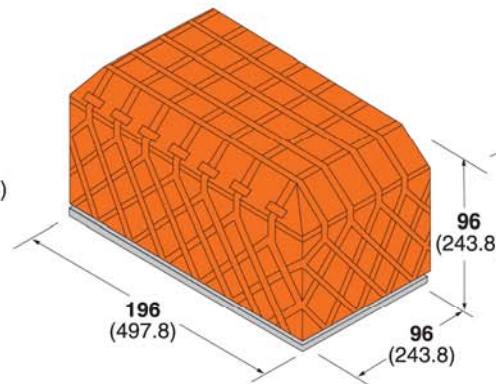
**G-code pallet\***



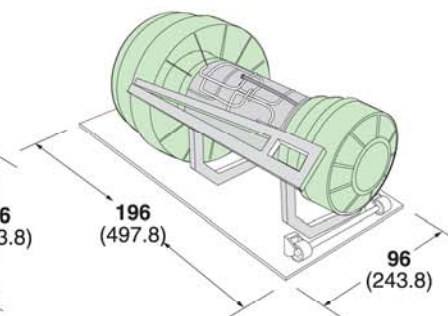
**M1 pallet**



**M1 container**



**Main deck pallet\***

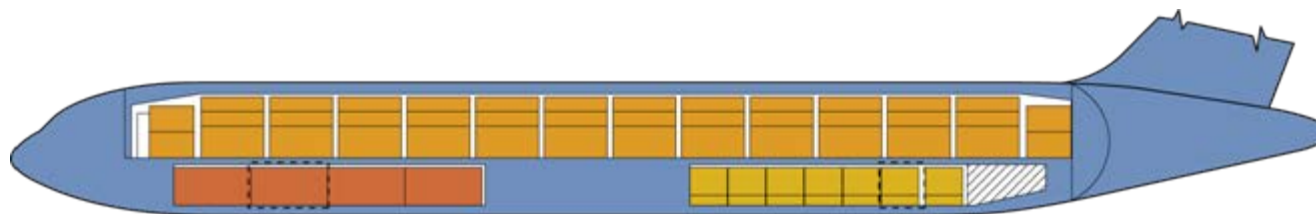


**Engine shipping pallet**  
Height: 101 in (256.5 cm) with  
PW4000 or GE CF6-80C2 engines

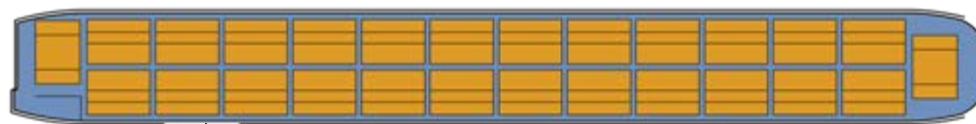
\*Loads contoured as required for clearance

- All units in inches (centimeters)
- Includes Military pallet capability (88x108-in)

# 767-300BCF cargo arrangement with 88x108-in pallets/containers



**Main Deck**



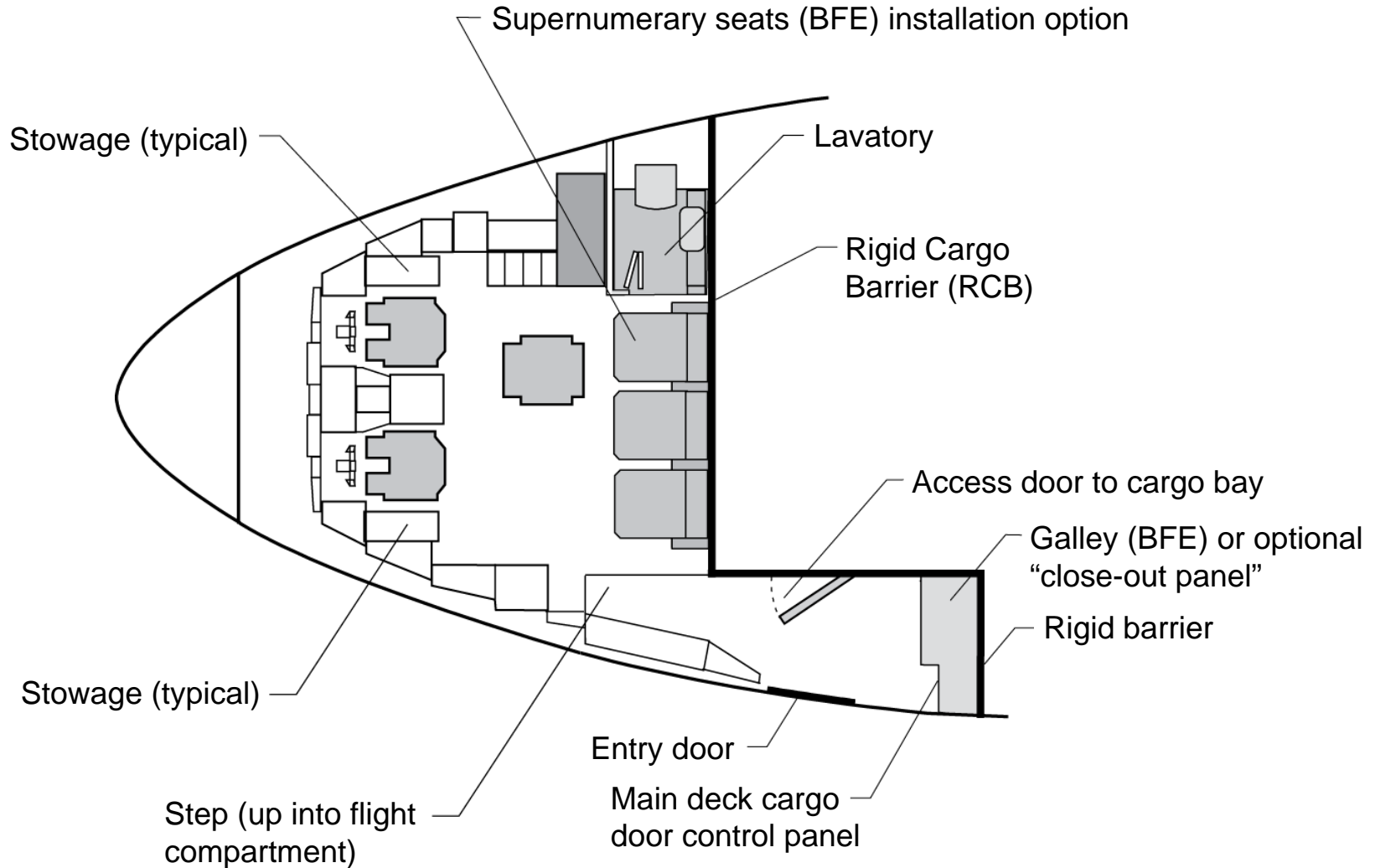
134- x 103-in door

## Side-by-side 88- x 108-in Main deck ULD loading configuration

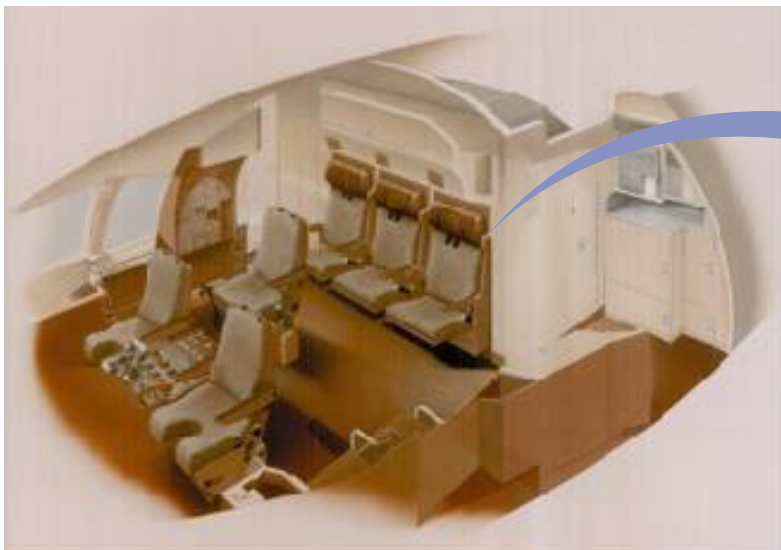
<u>Qty</u>	<u>ULD type</u>	<u>Volume</u>
24	Contoured Type-B ULD @ 434 cu. ft. each	10,416 cu. ft.
2	Standard Type-B ULD @ 363 cu. ft. each	726 cu. ft.
<b>Total =</b>		<b>11,142 cu. ft. (315.5 cu. m.)</b>



# Flight compartment arrangement with rigid cargo barrier same as delivered on 767-300F



# Supernumerary configuration same as 767-300F



# Typical 767-300F/BCF galley (BFE)

Main deck cargo  
door control panel

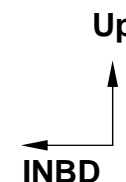
Working surface with sump

Cargo bay access door

Waste container and  
gray water tank

Insert envelope  
(potential cold-food storage  
and miscellaneous stowage)

Optional close-out panel in  
lieu of BFE galley



# 767-300BCF main deck cargo compartment

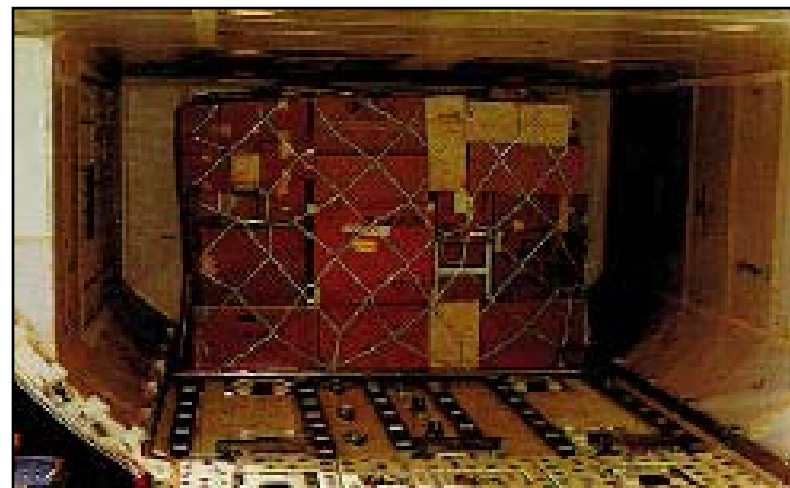


# The four primary containers

## *Lower hold of the 767*



(2) LD-2 containers



Pallet



LD-4 container

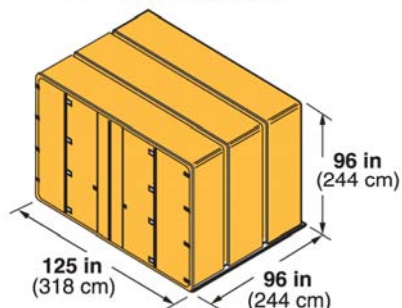


LD-3 container

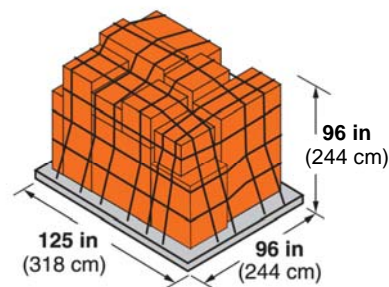
# 767-300BCF and 747 interline capability

## 96-in x 125-in pallets and containers

**M1 container**

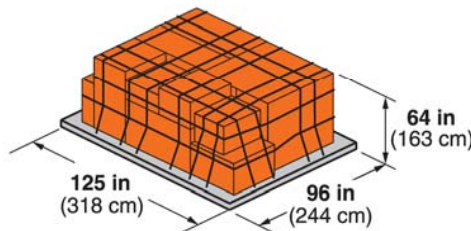
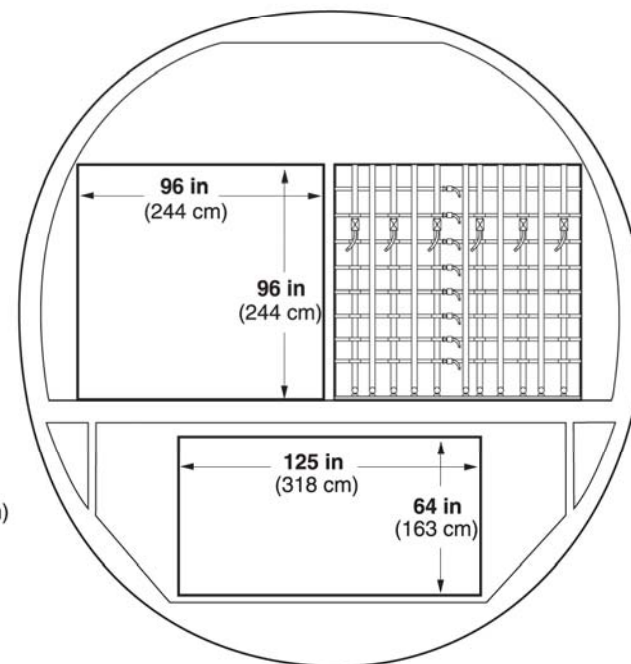
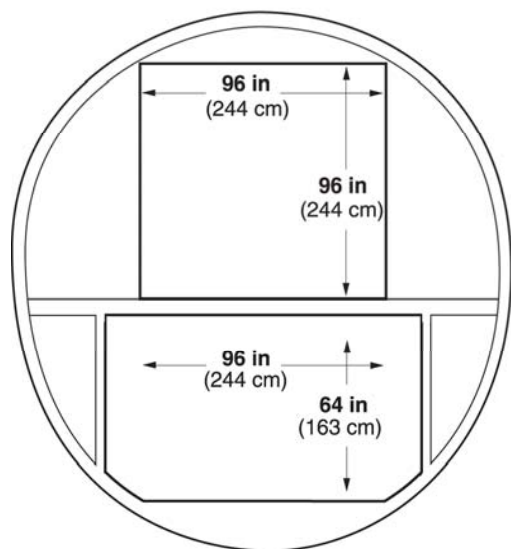


**M1 pallet**



**747**

**767**



**Lower hold pallet**

# 767-300BCF performance summary

Product Development Study

## General Electric Engines

		767-300ER BCF CF6-80C2B6F Power CHS (Maximum Weights)	767-300ER BCF CF6-80C2B Manual CHS (Baseline Weights)	767-300 BCF CF6-80A2 Manual CHS (Non-ER)
Maximum Taxi Weight	kg (lb)	187,330 (413,000)	185,510 (409,000)	159,750 (352,200)
Maximum Takeoff Weight	kg (lb)	186,880 (412,000)	185,060 (408,000)	159,210 (351,000)
Maximum Landing Weight	kg (lb)	147,870 (326,000)	145,140 (320,000)	136,070 (300,000)
Maximum Zero Fuel Weight	kg (lb)	140,160 (309,000)	133,800 (295,000)	126,090 (278,000)
Estimated OEW (including tare)	kg (lb)	88,130 (194,300)	90,400 (199,300)	89,870 (198,150)
Tare	kg (lb)	4,840 (10,680)	8,380 (18,480)	8,380 (18,480)
Fuel Capacity	L (U.S. gal)	90,770 (23,980)	90,770 (23,980)	63,210 (16,700)
Revenue Payload	kg (lb)	52,020 (114,700)	43,400 (95,700)	36,210 (79,850)
Design Range <sup>1</sup>	nmi (km)	3,100 (5,741)	3,600 (6,667)	2,200 (4,074)
Total Volume	m <sup>3</sup> (ft <sup>3</sup> )	445.3 (15,724)	454.9 (16,064)	454.9 (16,064)
Density	kg/m <sup>3</sup> (lb/ft <sup>3</sup> )	116.8 (7.3)	95.4 (6.0)	79.6 (5.0)
Main Deck Volume (Pallets)	m <sup>3</sup> (ft <sup>3</sup> )	336.5 (11,884)	336.5 (11,884)	336.5 (11,884)
88x125 x86	Quantity	22	22	22
88x125 x odd	Quantity	2	2	2
Lower Deck Volume <sup>2</sup>	m <sup>3</sup> (ft <sup>3</sup> )	96.6 (3,410)	106.2 (3,750)	106.2 (3,750)
96x125	Quantity	4	0	0
LD-2	Quantity	14	30	30
Bulk	m <sup>3</sup> (ft <sup>3</sup> )	12.2 (430)	12.2 (430)	12.2 (430)

Cargo Door Size - Fwd Lower Hold  
Cargo Door Size - Aft Lower Hold

Large  
Standard

Large  
Standard

Standard  
Standard

- Typical mission rules
- Nominal fuel burn + 4%

# 767-300BCF performance summary

Product Development Study

## Pratt and Whitney Engines

		767-300ER BCF PW4062 Power CHS (Maximum Weights)	767-300ER BCF PW4060 Manual CHS (Baseline Weights)	767-300BCF JT9D-7R4E Manual CHS (Non-ER)
Maximum Taxi Weight	kg (lb)	187,330 (413,000)	185,510 (409,000)	159,750 (352,200)
Maximum Takeoff Weight	kg (lb)	186,880 (412,000)	185,060 (408,000)	159,210 (351,000)
Maximum Landing Weight	kg (lb)	147,870 (326,000)	145,140 (320,000)	136,070 (300,000)
Maximum Zero Fuel Weight	kg (lb)	140,160 (309,000)	133,800 (295,000)	126,090 (278,000)
Estimated OEW (including tare)	kg (lb)	88,400 (194,900)	90,670 (199,900)	90,150 (198,750)
Tare	kg (lb)	4,840 (10,680)	8,380 (18,480)	8,380 (18,480)
Fuel Capacity	L (U.S. gal)	90,774 (23,980)	90,774 (23,980)	63,216 (16,700)
Revenue Payload	kg (lb)	51,750 (114,100)	43,130 (95,100)	35,940 (79,250)
Design Range <sup>1</sup>	nmi (km)	3,113 (5,765)	3,570 (6,612)	2,202 (4,078)
Total Volume	m <sup>3</sup> (ft <sup>3</sup> )	445.3 (15,724)	454.9 (16,064)	454.9 (16,064)
Density	kg/m <sup>3</sup> (lb/ft <sup>3</sup> )	116.2 (7.3)	94.8 (5.9)	79.0 (4.9)
Main Deck Volume (Pallets)	m <sup>3</sup> (ft <sup>3</sup> )	336.5 (11,884)	336.5 (11,884)	336.5 (11,884)
88x125 x86	Quantity	22	22	22
88x125 x odd	Quantity	2	2	2
Lower Deck Volume <sup>2</sup>	m <sup>3</sup> (ft <sup>3</sup> )	96.6 (3,410)	106.2 (3,750)	106.2 (3,750)
96x125	Quantity	4	0	0
LD-2	Quantity	14	30	30
Bulk	m <sup>3</sup> (ft <sup>3</sup> )	12.2 (430)	12.2 (430)	12.2 (430)

Cargo Door Size - Fwd Lower Hold  
Cargo Door Size - Aft Lower Hold

Large  
Standard

Large  
Standard

Standard  
Standard

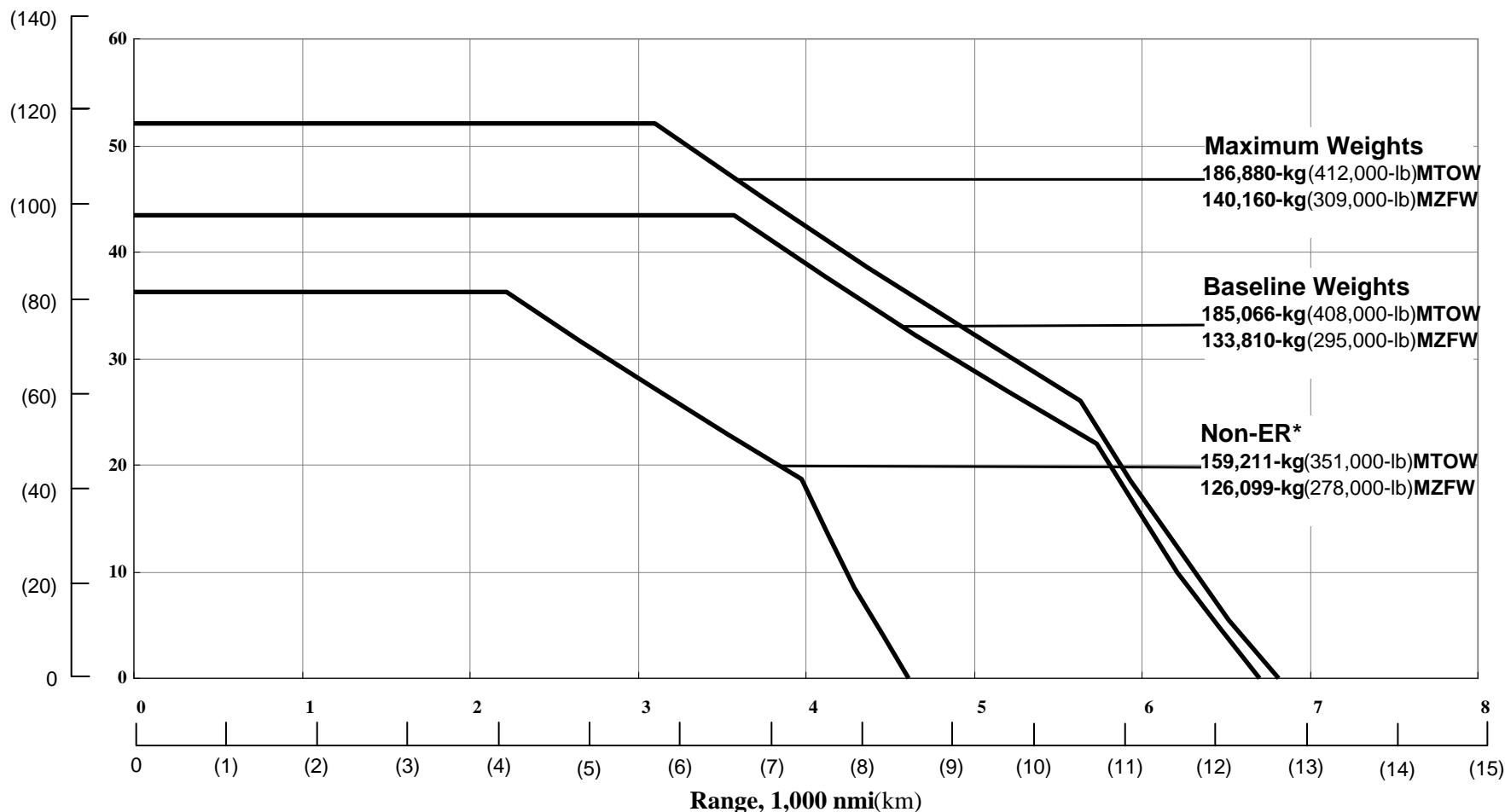
- Typical mission rules
- Nominal fuel burn + 4%



# 767-300BCF payload-range capability

## General Electric Engines

Revenue Payload, 1,000 kg (1,000 lb)



- Typical mission rules
- 200 nmi alternate

# Range capability from Los Angeles

## Revenue Payload

### 767-300ER BCF

186,880-kg (412,000-lb) MTOW  
140,160-kg (309,000-lb) MZFW  
52,072-kg (114,700-lb) Payload

### 767-300ER BCF

185,060-kg (408,000-lb) MTOW  
133,800-kg (295,000-lb) MZFW  
43,409-kg (95,700-lb) Payload

### 767-300 BCF\*

159,210-kg (351,000-lb) MTOW  
126,090-kg (278,000-lb) MZFW  
36,219-kg (79,850-lb) Payload



- GE engines
- Typical mission rules
- 85% annual winds
- Nominal fuel burn + 4%

# Range capability from Anchorage

## Revenue Payload

### 767-300ER BCF

186,880-kg (412,000-lb) **MTOW**  
140,160-kg (309,000-lb) **MZFW**  
52,072-kg (114,700-lb) **Payload**

### 767-300ER BCF

185,060-kg (408,000-lb) **MTOW**  
133,800-kg (295,000-lb) **MZFW**  
43,409-kg (95,700-lb) **Payload**

### 767-300 BCF\*

159,210-kg (351,000-lb) **MTOW**  
126,090-kg (278,000-lb) **MZFW**  
36,219-kg (79,850-lb) **Payload**



- GE engines
- Typical mission rules
- 85% annual winds
- Nominal fuel burn + 4%

# Range capability from Tokyo

## Revenue Payload

### 767-300ER BCF

186,880-kg (412,000-lb) MTOW  
140,160-kg (309,000-lb) MZFW  
52,072-kg (114,700-lb) Payload

### 767-300ER BCF

185,060-kg (408,000-lb) MTOW  
133,800-kg (295,000-lb) MZFW  
43,409-kg (95,700-lb) Payload

### 767-300 BCF\*

159,210-kg (351,000-lb) MTOW  
126,090-kg (278,000-lb) MZFW  
36,219-kg (79,850-lb) Payload



- GE engines
- Typical mission rules
- 85% annual winds
- Nominal fuel burn + 4%

# Range capability from Dubai

## Revenue Payload

### 767-300ER BCF

186,880-kg (412,000-lb) MTOW  
140,160-kg (309,000-lb) MZFW  
52,072-kg (114,700-lb) Payload

### 767-300ER BCF

185,060-kg (408,000-lb) MTOW  
133,800-kg (295,000-lb) MZFW  
43,409-kg (95,700-lb) Payload

### 767-300 BCF\*

159,210-kg (351,000-lb) MTOW  
126,090-kg (278,000-lb) MZFW  
36,219-kg (79,850-lb) Payload



- GE engines
- Typical mission rules
- 85% annual winds
- Nominal fuel burn + 4%

# Range capability from London

## Revenue Payload

### 767-300ER BCF

186,880-kg (412,000-lb) MTOW  
140,160-kg (309,000-lb) MZFW  
52,072-kg (114,700-lb) Payload

### 767-300ER BCF

185,060-kg (408,000-lb) MTOW  
133,800-kg (295,000-lb) MZFW  
43,409-kg (95,700-lb) Payload

### 767-300 BCF\*

159,210-kg (351,000-lb) MTOW  
126,090-kg (278,000-lb) MZFW  
36,219-kg (79,850-lb) Payload



- GE engines
- Typical mission rules
- 85% annual winds
- Nominal fuel burn + 4%

# 767-200ER/-300ER Flight Deck

StartupBoeing

